

The Hongkong Telegraphy.

No. 3115

THURSDAY, APRIL 7, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000.

Subscribed Capital £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chen Khi Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hol Chuen, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN
LONDON:—

Thomas CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.

John BUTTERLY, Esq.—Messrs. John Butterly &
Co.

C. B. STUART-WORTLEY, Esq., M.P., for Hallam.

Geo. MUNRO, Manager.

Bankers:—

London: The Alliance Bank (Ld.)

Scotland: The Commercial Bank of Scotland.

SHANGHAI,

ADVISORY COMMITTEE:—
His Ex. Hui Fu Yuen, Lim Kuan King, Esq.
Ma Kie Tchong, Esq. | Chu Ming Slang, Esq.

Teng Kwei Sung, Esq.

C. J. GALLOWAY, Manager.

Amy—J. ANDERSON, Manager.

Yokohama—D. FRASER, Manager.

CURRENT ACCOUNTS opened. Money
received on Deposit. Drafts issued. Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.

Interest for 6 months Fixed, 5 per Cent.

" " " " 4 "

CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply
to the Managers.

Hongkong, 17th February, 1892.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.

PAID-UP CAPITAL £50,000.

LONDON:

Head Office 40, Threadneedle Street.

West End Office 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK for issue on Deposit,
Buy and Sell BILLS OF EXCHANGE,
Issues LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

F. W. RUTTER,
Manager.

Insurances.

THE FUNDS
OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British
Dominions and are thus free from the
complications which might arise in time of war.
They now amount to Seven Millions Sterling,
and have increased 50 per cent in the last 15
years.

DODWELL, CARLILL & CO.,

Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Undersigned are prepared to accept
FIRE AND MARINE INSURANCES on
favourable terms.

Current rates, and a guaranteed Bonus equal
to that paid by the local Offices.

GEO. R. STEVENS & CO.,

Agents.

No. 2, Queen's Road, Hongkong.

Hongkong, 2nd April, 1892.

THE SUN LIFE ASSURANCE COMPANY
OF CANADA.

ASSETS OVER \$1,000,000.

Policies absolutely non-forfeitable.
No restrictions as to Residence or Travelling.

Rates of premium low.

Policies issued on all approved Forms.

For further particulars apply to

DOUGLAS LAPRAIK & CO.,

Agents for Hongkong.

23rd February, 1892.

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
etc., Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1892.

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GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000. £15,000.00

EQUAL TO \$1,000,000.

RESERVE FUND \$316,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEE MOON, Esq.

LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, etc., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 3 & 5, PRAYA WEST.

Hongkong, 17th December, 1891.

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Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF
COMMERCE

POSTPONEMENT OF GENERAL MEETING.

THE ANNUAL GENERAL MEETING of
the Members of the HONGKONG
GENERAL CHAMBER OF COMMERCE
will be held at the Rooms of the Chamber, CITY
HALL, at 3.30 P.M. TO-MORROW, the 8th
April, in place of Friday, the 25th March, as
previously advertised.

F. HENDRICKSON,
Secretary.

Hongkong, 23rd March, 1892. [353]

HONGKONG RIFLE ASSOCIATION.

MEMBERS are notified that the RANGE
will be in use on the Afternoon of the
8th Inst. by the Committee of the Army and
Navy Rifl. Meeting.

Tuesday Afternoons until the Easter Meeting
are reserved, from 3 p.m., for Practice at 300
and 600 yards.

COMPETITION for Mr. Cassoon's CUP and
SPOONS on SATURDAY, the 9th instant,
Range, 200 and 300 yards. Time, 3 p.m.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 6th April, 1892. [360]

THE SHAMEEN HOTEL AND LAND
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA
ORDINARY GENERAL MEETING
of the Shameen Hotel and Land Company, Limited,
will be held at the Company's Office,
5, Pedder's Hill, on MONDAY, 18th April,
1892, at 3 o'clock in the afternoon, when the
subjoined Resolutions which were passed at the
Extraordinary Meeting of the Company held on
the 4th April, 1892, will be submitted for confirmation
as Special Resolutions.

RESOLUTIONS.

1.—That Article 36 of the Articles of Association
be cancelled, and that there be substituted
therefor the following:—

"6.—The number of Directors shall
not be less than three, nor more
than five."

2.—That Article 39 of the Articles of Association
be cancelled, and that there be substituted
therefor the following:—

"8.—No person shall be eligible to
be a Director, unless he be the
registered holder of not less than
50 Shares."

3.—That in the second line of Article 49 of the
Articles of Association the word "Two
Thousand Dollars" be cancelled and that
there be substituted therefor the word "One
Thousand Dollars."

4.—That in the second and third lines of Article
No. 49, of the Articles of Association the words
"The one, third or other nearest
number" be cancelled, and there be substituted
therefor the words "The one
Director."

5.—That Article 114A of the Articles of Association
be cancelled, and that there be substituted
therefor the following:—

"114A.—The Directors may appoint
any Solicitor or firm of Solicitors
to be the Solicitors of the Company."

By Order of the Board;

R. C. HURLEY,
Acting Secretary.

Hongkong, 6th April, 1892. [399]

NOTICE.

THE PUNJOM AND SUNGHIE DUA
SAMANTAN MINING COMPANY,
(LIMITED).

THE Sixth Ordinary HALF-YEARLY
MEETING of SHAREHOLDERS in the
above Company, will be held at the Company's
Office, Comptagh House, on FRIDAY, the 22nd
April, at Noon, for the purpose of receiving the
Report of the Directors, together with the
Statement of Account in 30th September, 1891.

The TRANSFER BOOKS will be CLOSED
from the 8th to the 22nd instant, both days
inclusive.

A. O'D. GOURDIN,
Secretary.

Hongkong, 5th April, 1892. [398]

THE HONGKONG BRICK AND CEMENT
COMPANY, LIMITED.

NOTICE.

THE HONGKONG BRICK AND CEMENT
COMPANY, LIMITED.

THE HONGKONG TELEGRAPH, THURSDAY, APRIL 7, 1892.

Intimations.

**DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS, &c.**

EUCALYPTUS OIL AND INFLUENZA.

OF all the preventives, OIL OF EUCALYPTUS, either disguised under fancy names or in its pure state, has earned the most professional and lay support, and up to the present it certainly seems to have vindicated the claims put forward in its behalf.—*Chemist and Druggist*. Feb. 6th, 1892.

DAKINS' STANDARD BRAND OF EUCALYPTUS OIL.

Bottles, 50 cts. and \$1.00.

No. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LTD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering, is only necessary to state, the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

Per doz.	Per Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, superior quality, Red Capsule	1.10	
C Fine Old Vintage, superior quality, Black Seal Capsule	1.25	
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	1.50	

SHERRIES.

A Delicate Pale, Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale, Natural Sherry, White Capsule	10	1.00
D Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10
E Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
F Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25
G Per doz.	Per Case.	Per Bot.
H 1 doz.	1 doz.	Plnts.
I Quarts.		

CLARETS.

A Superior Breakfast Claret, Red Capsule	\$4	\$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D La Rose, Red Capsule	11	12.00

MADEIRA, RUM, AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

Per doz.	Per Case.	Per Bot.
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BRANDY.

A Hennessy's Old Pale, Red Capsule	\$13	\$1.20
B Superfine Very Old Cognac, Red Capsule	15	
C Very Old Liqueur Cognac, Red Capsules	20	
D Hennessy's Finest Very Old Liqueur, Cognac, 1673	20	
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	10	
F Watson's Extra Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	

SCOTCH WHISKY.

A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Abelson-Glenlivet, Red Capsule with Name and Trade Mark	8	0.75
D Watson's K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
D Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00

GIN.

A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Gensva	5.50	0.50

RUM.

Fine Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	\$1.50 per Gallon.	

LIQUEURS.

Benedictine Maraschino Curacao Heering's Cherry Cordial Chartreuse Dr. Sieger's Angostura Bitter, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY
ESTABLISHED AD. 1841.
Hongkong 4th February, 1892.

The Hongkong Telegraph.

HONGKONG, THURSDAY, APRIL 7, 1892.

TELEGRAMS.

THE BEHRING SEA FISHERY DIFFICULTY.

LONDON, March 28th.

The Marquis of Salisbury, in replying to President Harrison's despatch, consents to the *modus vivendi* being resumed when the Arbitration Treaty has been ratified, but subject to a mutual assessment of damages caused to the sealing vessels arising out of the prohibition to take seals in certain waters.

March 29th.

President Harrison has expressed himself satisfied with the reply received from the Marquis of Salisbury referred to in yesterday's telegram.

DEATH OF THE GOVERNOR OF KWANTUNG.

(FROM A CORRESPONDENT.)

CANTON, 7th April, 1892.

His Excellency Liu, the Governor of Ibis Province, who has been in failing health for some time past, died last night.

[Liu, it will be remembered, was formerly Minister for China to Great Britain, France and Russia.—Ed., *H.K. Telegraph*.]

LOCAL AND GENERAL.

The Pacific Mail S. S. Co.'s steamer *City of Rio de Janeiro* left San Francisco for this port, via Yokohama, on the 5th inst.

An Emergency meeting of the "Ararat" Lodge of Royal Ark Mariners, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

The Norwegian steamer *Drot*, which arrived here from Saigon on the 31st ulto, with a cargo of rice, was towed over to the Kowloon docks this afternoon to undergo some extensive repairs and alterations.

It is announced that Mr. Henry Nevill Dering, First Secretary of Embassy at Rome, has been offered and has accepted the post of Diplomatic Agent and Consul at Sofia, in the room of Mr. Nicholas Roderick O'Connor, the recently appointed Minister to China.

Doctor (to his patient, a share gambling victim on the verge of bankruptcy): "And, above all, preserve entire equanimity of mind, have no cares, no trouble!"

Patient: "Thanks, doctor, for your prescription. By-the-way, where can I have it made up?"

We hear that a Japanese merchant has arrived here for the purpose of "picking up" one or two coasting steamers and colliers. He is understood to be keeping his eye on the *Tarpon*, and is stated to have made private bids for two or three well-known coasters, but so far without success.

We note from a home medical journal that the appointment of Dr. Jas. Canilic, of Hongkong, to be an Honorary Associate of the Order of the Hospital of St. J. of Jerusalem in England, has received the Queen's approval—Dr. Canilic has done a lot of excellent work in connection with the St. John Ambulance Association, both here and elsewhere, and richly merits the honour that has been conferred on him.

The following appointments for the China station have been made at the Admiralty:—Lieut. E. D. Ogilvy, to the *Impresario*, to date Feb. 22nd; Staff Paymaster H. W. Paul, to be Secretary to Vice-Admiral Sir E. F. Fremantle, to date Feb. 27th; and E. W. Newenham, to the *Severn*, to date Feb. 27th. Chaplain Rev. J. M. Morton, to the *Victor Emmanuel*, additional, for Hongkong yard, to date March 1st.

THE London *Gazette* of March 26th announced that Mr. Francis Alfred Cooper and Mr. Robert Murray Rumsey, R.N., were to be official members of the Hongkong Legislative Council, so long as they shall hold their respective offices of head of the Public Works Department and Harbour Master. So mote it be! but it is about time the ranks of the unofficial members were increased sufficiently to give the community a fair share in the management of their own affairs.

A DESPARADO named Li Sing, who has been detained in Victoria Gaol for the past fortnight awaiting the Governor's directions respecting his rendition to the Chinese authorities, was handed over to a deputy of the Viceroy of Canton about midnight of alias Craig with the parquintine "7-A-H," bound for Ayer, with a cargo of cotton cake. The bows of the barque-line were completely smashed, and her forecastle carried away. She was towed to Ayer leaking. Captain Carmichael, of the *Tak Sang*, telegraphed from Hongkong: "Tak Sang in collision 6.30 with barque-line. Hull badly damaged, saloon gutted, no live lost."

HERE is an interesting little paragraph from the *Sydney Bulletin* which somehow seems to fit a few local philanthropists who were influential celebrities a few short weeks ago and are now scattered like sheep without a shepherd!—Wanted—a big-souled, keen-visioned man, to travel the Colonies and drive home to the hearts of the masses the lesson of the late financial crashes—that the "most brilliant financier" is the man who can wheedle most of the small people's savings into his hands to do as he likes with, who can scoop the largest profits out of a "boom," founded on falsehood and maintained by fraud, and who can reveal himself as the meanest, most contemptible of scum when the boom collapses, and we keep out of gaol! "He's only a dented-old financier who gets into gaol!"—Lord! What a series of addressers could be delivered from that text by a strong man! He'd make another land boom with all the concomitants of vicious luxury, sanctified swindling and gambling, and robbery of the poor, under the rubric of "pecuniary national prosperity," impossible for a fat generation!

The Osaka Prison was lit by electricity on the 1st April.

The P. & O. S. N. Co.'s steamer *Niswan* left Nagasaki for this port at 4 p.m. yesterday.

The Italian cruiser *Cartalone* arrived at Colombo on the 28th ulto, en route to China.

The Agents (Messrs. Dodwell, Carill & Co.) inform us that the steamship *Hawke* left Singapore for this port to-day, and is due on or about the 13th inst.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, on Tuesday, the 13th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

A FISHERMAN from the Columbia river says that the water of that stream is so clear that the salmon can see you with half an eye, and he adds that when they have done that they sink the other eye and swim away.

AN AMERICAN paper remarks that seven hundred thousand gallons of rum go from Boston every year to accelerate the civilization of Africa, and not one ounce of the chloroform of gold. "This is wrong and certainly ought to be righted."

March 29th.

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A FISHERMAN from the Columbia river says that the water of that stream is so clear that the salmon can see you with half an eye, and he adds that when they have done that they sink the other eye and swim away.

SEVENTEEN men, two widows and one youth had to *kowtow* to Mr. Wodehouse at the Magistrate this morning and explain how it was that Inspector Hanson found them all engaged in a game of *fan-tan* in a private house at Yau-mat last night. Neither the falsehoods of the men nor the shrill execrations of the widows were of any avail and fines ranging from five to twenty-five dollars were imposed.

ADMIRAL Sir Edmund Fremantle, the recently-appointed Commander-in-Chief in China, has selected Captain M'Quhill as his flag-captain.

This officer commanded the *Cossack* in the East Indies during the blockade of the African coast, whilst Sir Edmund was in command of that station. Admiral Sir Frederic Richford, at his return home, will succeed Admiral Fairfax at the Admiralty, the latter officer relinquishing that position in order to command the Channel Squadron, when Admiral Sir Michael Culme-Seymour's term expires shortly. Admiral Fremantle was to leave London for the Far East by the P. & O. Co.'s steamship *Bellariva* on March 18th.

LIEUT.-GENERAL DUNNE, late 9th Regiment, went to the *L. and C. Express* on March 2d:—In your excellent account of that very cheery China dinner at the Metropole on the 23rd ult, your reporter did not quite catch my "feeling" remarks, to the effect that an Irishension of the gait, at the celebrated meeting in the Happy Valley in '61, with an "Archie-like" rush on "North Pole," minded for the chairman the Blue Ribbon of the Chinese tuf five years before *Obregon*, or "Pretender" won or him the Blue Ribbon of the English tuf at Epsom. Also! how few remain in this colony to-day who were present at Happy Valley twenty-eight years ago, when North Pole won the Hongkong Derby in the popular blue and silver-braded jacket of Robert Jardine.

A YOUNG woman was kidnapped in the neighbourhood of the colony some months ago and sold for \$100 to an old "hag" who tried to smuggle her slave off to San Francisco on Tuesday last. Four hundred dollars had been advanced on her as bargain-money, and \$100 more was to be forthcoming as soon as the young damsel was put ashore in the "Land of the Free." She had been trained how to deceive the American officials and the replies to give to interrogators, so as to effect a landing at Frisco. But the whole thing fell through owing to Inspector Lee receiving orders to arrest her "pocket mother" which he did and had her up before Mr. Wodehouse at the Police Court this morning, when she denied that she was either a procurer or slave-dealer. But the defence was a trifl too thin and the result is that the good old lady has been sent "up" for 12 months!

THE statement is made editorially in last night's *China Mail*, that the *Steam Launch Co.*'s small steamer *Perseverance* is not a British ship and cannot be treated as such; and that therefore must report herself to the Chinese Customs at Chung-chow on her way to and from Macao; are utterly false and absolutely ridiculous. That the *Perseverance* does stop at Chung-chow at the request of the Chinese Customs authorities may be true enough but she is not bound to do so, and the Customs officers attempt force they will do at their peril. The Hongkong Government on being apprised to some two years ago, when the then Kowloon Commissioner of Customs (Mr. F. A. Morgan) insisted that Mr. Fraser-Smith's steam-launch *Atlas* should call in at Chung-chow when passing between Hongkong and Macao, gave a very decided opinion that the claim of the Chinese Customs was one that could not be sustained.

THE P. & O. Co.'s new steamer *Himalaya* has been launched at Messrs. Laird & Co.'s yard, Greenock. This is the largest vessel ever built at the port, her principal dimensions being:—Length, 466 feet; breadth, 52 feet; and depth, 37 feet. She will be supplied by the builders with triple-expansion engines indicating 10,000 horse power, which will be capable of driving her at sea at a speed of over 15 knots, or more than 20 miles, an hour. The ship will be elaborately fitted up, and the different saloons, library, music-room, &c., will be ornamented with beautiful carvings, by the famous Italian artist, Signor Carlo-Cembra, of St. Louis, the designs having been executed by Mr. T. E. Collicutt, the architect of the Imperial Institute. This latest addition to the P. & O. Company's fleet will accommodate 413 saloon passengers, and is intended for the India, China, and Australian mail service carried on by the company. A special feature in this ship will be the "spray rooms," which are fitted with douche, spray, and nests baths, which will prove a great luxury in tropical climates. A sister ship, the *Australia*, is also being built by the same firm.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital:—

Dr. G. H. Bateson Wright \$2000
Hon. J. H. Stewart Lockhart 1000
Mr. J. M. Armstrong 1000
Mr. C. Evans 1000
Mr. J. H. Macleod 1000
Mr. R. Becker 1000
Mr. J. S. Van Buren 1000
Mr. E. Gibney 1000
Mr. A. da Silveira 1000
Mr.

THE HONGKONG TELEGRAPH, THURSDAY, APRIL 7, 1892.

that has been said of it; and fully answers to the preliminary descriptions given to the public for weeks past. Harmston's Circus is a success, deserves to succeed, and cannot help succeeding; for such a very large section of the community has seen its *début* that already the word must have passed from mouth to mouth and spread into every place in the Colony, even were the name of it never to appear in print again.

Of the details of last night's performance, we will say little, for sufficiently evident reasons.

A word of praise must, however, be given to the three little acrobats, Johnny, Frank, and George, whose charming tricks and really marvellous agility and strength elicited shouts of applause from the moment the ice was broken.

The educated horse Glendale, introduced by the handsome Madame Harmston, showed that he was a steed of superior intelligence—and shall we say University education? An hour, he could give prints to all the horses and lots of the men we have seen in this Colony. The trained dogs, under the management of Mr. Sharman, were remarkably clever, but far more appreciated than their agility was their grotesque humour and originality, which created a *sorrows* of merriment. Three acrobats followed this item, performing among others the exceedingly difficult feat of leaping from shoulder to shoulder across a space of some fifteen feet, which we believe has never been exhibited in Asia before. The first half of the programme concluded with a magnificent spectacle in which Mile Le Blonde (a bracelet, by the way, and a very pretty one) drove ten horses in an elongated double-tandem. After "half-time," a strikingly difficult backward and forward somersault act was performed by Gilberto, who we regret to learn has been ill with fever for some days. None the less, he succeeded creditably, and was loudly applauded. The Japs followed, with new and excellent exhibitions of the art for which that race is so celebrated. Mile Le Blonde, then appeared in a charming scene with which fluttered and perched about her and her noble steed the prettiest way imaginable. A hand-bell concert which followed brought down the house, and several encores were insisted on; for this sort of music is only too rare in Eastern Colonies. Two elephants afforded infinite amusement by their antics and the evening thus concluded with the great Wild West show. This celebrated exhibition requires a separate description, which owing to lack of space we are unable to give to-day. Meanwhile it is assured that the Circus will be extensively patronised, and it is to be hoped that the management will be able to accommodate all who come, instead of having (as last night) to turn money away. On Saturday afternoon there is to be a special matinee at four o'clock for children, and the show is open to the Colony every night this week.

ROADS OR NO ROADS.

For the past eighteen months up to date the "pond-field" has been a conspicuous feature in this well-ordered colony. From east to west and north to south, wherever you will, the sight of ugly piles of mud, clay, broken stones and stone rollers have met the eye. That it has been an eye-soore matters little, but the inconvenience caused to rate-payers generally, and the unfortunate legion of chair and tickets coolies in particular, is far more serious aspect of the case. No thought for the latter appears to enter the brain of the directors of the Public Works Department, or of their overseers either. They proceed with their work on hard-and-fast lines, quite oblivious of the fact that our beasts of burden, if we may without giving offence so term them, are human beings of ordinary physique. The drivers of the tickets, the dust-cart, and parcels van are neither Clydesdale horses nor Mongolian ponies. And the bip'd who carry along the sleek *tapis* of flourishing, commissary houses and the 16-stone "skippers" are not swarthy African elephants but, on the contrary, they are for the most part unversed, ill-fed coolies whose slender earnings are barely sufficient to cover the cost of the most gaudy of mails, a little clothing, rice, and tobacco. And yet these unfortunate, who contribute to the Government what to them is a stiff licence fee, have all sorts of impediments put in their way in the shape of deep ruts, rickety planks across gaping chasms, fresh sharp-edged metal, and mud a foot deep. Were the road surveyors to insist on their employers levying one half of every road smooth for the traffic to pass over, whilst the other half was being murdered, there would not be so much ground for complaint as at present, but to tear up the whole width of Queen's Road Central, cover it with fresh metal a foot deep and make the coolies plough through it, straining every muscle and curling their feet in the attempt, is not only unjust but it is a disgrace to those who are responsible for the condition of our roads and byways.

At the present time Queen's Road Central, Praya West, Bonham Strand, Wanchai Road, and several of the cross-roads in China Town are in a most unsatisfactory condition—almost incurable in fact. And we fear that unless immediate steps are taken to put these busy thoroughfares in thorough-going order, it will be a hopeless task involving a great waste of public funds, for the day is rapidly approaching when the monsoon will change and the rain will pour down in torrents, carrying metal, mud, timber, stones and everything before it. A rain-storm at the present time would do great injury to the "permanent ways" of the colony, and probably result in most serious consequences to the denizens of China-town who, after all is said and done, are admitted to be a most important element of the colony.

COLLAPSE OF THE PENANG SEA WALL.

\$10,000 DAMAGES.

For many months past, says the *Strait's Independent* of the 26th March, it has been the custom of the Public Works Department here to heckle the Municipality and for the latter to go for the P.W.D., over that promenade along the sea. It is your fault, said the P.W.D., for not filling in your rubble better; it is the Municipality reported—your foundations of the sea wall are not deep enough, etc., etc. All chance of either blaming the other is over now, because last night a storm has simply shifted over 200 feet of the path, sea-wall and all. There never was a more complete smash up. Whole lengths of the fancy iron rails are staved up end, buried amid sand and debris, or twisted into startling and out-of-the-way shapes. In two places, a complete breach was made in the wall early this morning, and the portions left standing, and tottering, are split and concaved, and many yards of the original line of the path. The piles that were driven in to prevent the encroachments of the treacherous sea, have not been driven in altogether or mapped short off, and there can be little doubt that, at the next high tide, the rest of the wall will topple into the sea. Thus, exit one of Penang's most expensive follies, the ordinary maintenance of which, in repairs alone, came to some hundreds of dollars a month. And, on the whole, we are pleased to be able to look upon the wreck, because, now, there is some chance that the work will be undertaken in a proper manner. How is it that the old buildings of the Fort never wash away? The answer is obvious—because they

were properly constructed in the first instance, and there were no jerry builders in those days. Had the same policy been adopted with regard to our Marine Promenade, it would have cost no more than the sum that has already been expended in repairs, and which will have again to be spent in reconstruction.

True the spot presents a woeful spectacle; and that small portion of wall still standing, apparently sound, is doomed, any persons may see for themselves who care to watch the water rushing from a thousand fissures as the wave recedes. About \$10,000 gone in a single night! Now, who's to blame?

PASSENGERS BOOKED FOR CHINA.

Per P. and O. steamer *Paramatta*, from London, March 4th.—To Shanghai: Mr. J. Welch, Miss Haven, Miss Charlotte Kerr. To Hongkong: Captain R. Murray Rumsey, R.N.; and Mrs. Rumsey, Mr. and Miss Bird, Mr. F. W. Barff, Miss Fleming.

Per P. and O. steamer *Bella*, from London, March 8th.—To Shanghai: Mr. and Mrs. G. Clark, Miss Forsyth. To Hongkong: Captain W. McC. F. Castle, Vice-Admiral Sir E. Fremantle, Surgeon-Capt. J. R. Stuart, Mrs. Van Vicker.

Per P. and O. steamer *Thames*, from London, March 24.—To Hongkong: Mr. G. N. Price.

Per P. and O. steamer *Messilis*, from London, April 1.—To Hongkong: Mr. W. Burkitt and two sons. To Hongkong: Mrs. and Miss Sloan, Mr. A. F. Brown.

Per Meusger's Marlin steamship *Yangtze*, from Manilles, March 20.—To Shanghai: Mr. W. G. Gordon, Mr. J. H. Craven, Mr. and Mrs. C. A. Lord, Mr. W. White.

Per Meusger's Marlin steamship *Sydney*, from Manilles, April 3.—To Hongkong: Mr. Troyaux.

BRITISH TRADE WITH CHINA.

Prof. Robert K. Douglas writes to *The Times*:—It is generally admitted that we have entered upon another period of depression in trade. It behoves us, therefore, to do all in our power to encourage our foreign commerce. One of our largest customers is the East China. Considering the immense size of that empire and its dense population, it might reasonably have been hoped that, as years went on, fresh inland markets would have been found for our goods, fresh products would have been forthcoming to pay for them, and that our trade returns would have shown substantial annual advances.

But how does the case stand? According to the China Customs returns the value of our direct trade with China, which amounted in 1864 to 47,973,314 taels, fell in 1871 to 68,960,051 taels, fell in 1881 to 46,468,881 taels, and in 1890 to 37,703,473 taels. It is true that the China trade with Hongkong has increased enormously—viz., from 48,113,103 taels in 1881 to 104,087,665 taels in 1890. This increase is mainly due to the fact that Hongkong became a distributing port; many of the exports from the treaty ports, and imports destined for the treaty ports, being transhipped for their final destinations. Unfortunately the Hongkong returns do not enable us to distinguish the share in this increase which are attributable to the different nationalities. We may, however, safely assume that the amount attributable to the commerce with Great Britain, taken up, and possibly more than makes up, the falling off in our direct trade with China since 1881; but it is impossible to suppose that it brings it up to the level of 1871.

If the publication of these figures had coincided with a recognised appearance of general prosperity in China one would have been inclined to suppose that the natural inference to be drawn from them might be explained away. But the recent failure of two of the oldest-established houses in China, and the serious depreciation in the value of foreign-owned property in some at least of the older ports—let ports it is true, such as Foochow and Amoy—forces on us the conclusion that we must accept it as no favour—the Home Government evade in a most contemptible manner a definite undertaking made by a Minister in his place in the House of Commons.

The Colony has had its sufficiency of injury: it has had its sufficiency of insult. Is it going to wait for any more?

* Our correspondent is in error as to the present strength of the Chinese, which only numbers all about 100,000. We have been promised a New Indian regiment and have paid for it at the rate of \$100 per annum for the past two years. It is still *non nisi*.—*Ed.*, *Hongkong Telegraph*.

believe no colony has ever yet had so powerful a case for redress; and yet it would almost seem's though this colony were not aware of the strength of the weapon it has within its grasp.

Jamaica, a crown colony like ourselves, has asserted itself with effect; and that, too, to an extent to which we do not pretend to go. With an Imperial garrison establishment slightly larger than that assigned on paper to this colony—which is strategically far more important than Jamaica—it may surprise some of our readers to know that the precise amount that Jamaica contributes to the cost of its Garrison is nothing.

On this note a Ceylon contemporary avails:

"The London memorandum on the recent Military exaction that has been imposed upon this loyal colony, leaves us, in no doubt, that Jamaica enjoys its immunity from any such charge owing to the determined character of the people."

"That famous document penned by one of our ex-Governors and subscribed to by four others, makes it plain as the English language can express it, that Ceylon suffers for its submissive and pacific character and would have gained by 'resolute opposition.'

"Hence we feel keenly that Ceylon is the victim of a double injustice. Its loyal and constitutional opposition having been wholly disregarded, and a less scrupulous member of the Colonial dependencies having been indulged for reasons which seem to be subversive of colonial discipline."

By referring to the latest Army Estimate return and collating such statistics as appear in Parliamentary papers we have, continues the *Fris Press*, among others, the following results which we desire to impress upon the public attention:

COLONY.	IMPERIAL GARRISON.	COST PER MAN.
1. Canada	2,000 men	pays Nothing.
2. The Cape	3,120 men	pays Nothing.
3. Natal	1,400 men	pays Nothing.
4. Malta	8,800 men	pays £12.40.
5. Hongkong	1,410 men	pays £14.
6. Ceylon	1,410 men	pays £23.
7. Mauritius	850 men	pays £54.
8. Straits	1,520 men	pays £66.

(But deducting average deficiency (150) from garrison establishment on paper).

9. Straits 1,265 men pays £79.

10. But we are threatened that in 1894 we shall probably have to pay for the whole Imperial garrison—

11. Straits 1,265 men to pay £107.

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LEGAL AMENITIES IN SINGAPORE.

THE JUDGE AND THE OFFICIAL ASSIGNEE.

Mr. Heard, the Assistant Official Assignee, received a very severe admonition from Mr. Justice Goldney in the Supreme Court this morning, on which Mr. Goldney greatly picic himself in his punctuality; as the clock strikes eleven every morning, so Mr. Goldney steps up to take his seat on the bench; that is, of course, when the Court is sitting. This morning, there was on the list the public examination of Mr. J. B. Morely, a bankrupt dentist—an examination that could not proceed without the presence of either the Official Assignee or his assistant.

In the absence of Mr. Kershaw at Penang, the Assistant Official Assignee (Mr. Heard) was conducting the case, and, as the examination commenced yesterday, there was practically no excuse for his late arrival. Promptly to time Mr. Goldney took his seat on the bench, and the only persons in Court at the time to rise to greet the dignity of justice were two representatives of the press. Not even the Registrar of the Court was present. The Registrar soon appeared in Court, and then the minutes began to fly without any signs of the appearance of Mr. Heard. The Judge ordered him to be sent for, and a peon at once went across to Mr. Heard's office. Gradually the time rolled on and equally gradually was it observed that the Court was getting more anxious, and possibly a little vexed, at the delay. It was just a quarter past 11 o'clock when a tambo with a few books preceded the arrival of Mr. Heard, who came into Court with the greatest equanimity, apparently not the least prepared for the storm that was just about to burst. He proceeded towards the bar and was about to take his seat, when proceedings were commenced by the Judge asking for an explanation why he had been kept waiting for a quarter of an hour.

The Assistant Official Assignee—I have just had a note down from the Colonial Secretary—

What has that to do with the disease under which our trade is suffering. The main articles of our trade are falling away from us; tea and silk, for example, have notoriously declined both in quantity and value per lb.

We should be only acting wisely, therefore, if we looked out for other articles to supply their places. This might be done (1) by opening up fresh points of contact with the Chinese, and (2) by increased energy on the part of our merchants. At present we only touch, as it were, the fringe of the empire. We know practically very little of the capabilities of the country to produce things which we want, or of fresh markets where our goods would be acceptable.

The present time would seem to be peculiarly favourable for the adoption of an active diplomacy which might secure for our countrymen the right of access to the central hinterland of the continent of Europe, including Russia in particular, and such opportunities for acquainting themselves with the products, and capabilities for producing, of the inland provinces as may enable them to widen the area of their transactions and to increase their profits.

Experience has abundantly shown that the opening of new centres of trade has been, as it's only natural, the means of bringing into the market new articles of export. A comparison of the trade returns prior to and after the introduction of the new articles to the market will demonstrate this. Indeed, our trade with China would be in a still more parlous condition were it not for the number of new industries which have been started up in the interior.

Mr. Heard: I really must apologise. It is very awkward—

His Honour:—What has that to do with the disease under which our trade is suffering. The main articles of our trade are falling away from us; tea and silk, for example, have notoriously declined both in quantity and value per lb.

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THE HONGKONG TELEGRAPH, THURSDAY, APRIL 7, 1892.

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—120 per cent. premium, sellers.
The National Bank of China, Ltd.—on £5,000 paid up.—261 per cent. dis. sellers.
The National Bank of China, Ltd.—Founders' shares, \$200 per share, buyers.
The Bank of China, Japan & the Straits, Ltd.—\$74 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$60 per share, sellers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—\$89 per share, sellers.
China Traders' Insurance Company—\$61 per share, buyers.
North China Insurance—Tls. 255 per share, sellers.
Canton Insurance Company, Limited—\$102 per share, sellers.
Yangtze Insurance Association—\$10, nominal.
On Tsai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$282 per share, sellers.
China Fire Insurance Company—\$84 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.
China and Manilla Steam Ship Company—33 per share, sellers and buyers.
Indo-China Steam Navigation Company, Limited—37 per cent. discount, sellers.
Douglas Steamship Company—\$36 per share, buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$79 per cent. premium, sellers.
Geo. Fenwick & Co., Limited—\$17 per share, ex. div., buyers.
Hongkong Hotel Company—\$50 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$30.
The Austin Arms Hotel and Building Company, Limited—\$7 per share, sellers.
The Peak Hotel and Trading Co., Limited—nominal.
The Shamian Hotel Co., Limited—\$10, sellers.
Punjum and Sunghe Dua Samantan Mining Co.—\$1 per share, sellers.
The Raub Gold Mining Co., Limited—55 cents per share, buyers.
Imuris Mining Co., Limited—\$45 per share, sellers.
The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.
Tonquin Coal Mining Co.—\$75 per share, buyers.
Hongkong Observatory, 7th April, 1892.

STEAMERS EXPECTED.

The D. R. steamer *Polyhymnia*, from Hamburg, left Singapore on the 1st instant, and may be expected here to-morrow.
The P. & O. S. N. Co.'s steamer *Nisawa* left Nagasaki at 4 p.m. on the 6th instant, and is due here on the 10th.
The P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 10th ultimo, and may be expected here on the 17th instant.

The P. & O. S. N. Co.'s steamer *Malacca* left Bombay on the 2nd instant, and may be expected here on the 20th.

CHINA COAST METEOROLOGICAL REGISTER.

6th April, 1892.—At 4 p.m.

STATION.	Lat.	Long.	Alt.	Wind.	Wdir.	Wdir.	Wdir.	Wdir.
Whampoa	30°45'	114°15'	10	S	SW	SW	SW	SW
Tokio	35°45'	139°15'	10	SE	SE	SE	SE	SE
Shanghai	30°05'	120°00'	10	NNW	NE	NE	NE	NE
Fuchow	30°05'	120°00'	10	SE	SE	SE	SE	SE
Amoy	30°05'	120°00'	10	SE	SE	SE	SE	SE
Swatow	29°45'	120°00'	10	SE	SE	SE	SE	SE
Hankow	30°05'	115°00'	10	SW	SW	SW	SW	SW
Yunnan	29°45'	105°00'	10	SW	SW	SW	SW	SW
Macau	22°45'	113°00'	10	ENE	ENE	ENE	ENE	ENE
Holloway	30°05'	120°00'	10	SE	SE	SE	SE	SE
Halibong	30°05'	120°00'	10	SE	SE	SE	SE	SE
Manila	30°05'	120°00'	10	NE	NE	NE	NE	NE
Cape St. James	30°05'	120°00'	10	NE	NE	NE	NE	NE

7th April, 1892.—At 10 a.m.

STATION.	Lat.	Long.	Alt.	Wind.	Wdir.	Wdir.	Wdir.	Wdir.
Whampoa	30°45'	114°15'	10	S	SW	SW	SW	SW
Tokio	35°45'	139°15'	10	SE	SE	SE	SE	SE
Shanghai	30°05'	120°00'	10	NNW	NE	NE	NE	NE
Fuchow	30°05'	120°00'	10	SE	SE	SE	SE	SE
Amoy	30°05'	120°00'	10	SE	SE	SE	SE	SE
Swatow	29°45'	120°00'	10	SE	SE	SE	SE	SE
Hankow	30°05'	115°00'	10	SW	SW	SW	SW	SW
Yunnan	29°45'	105°00'	10	SW	SW	SW	SW	SW
Macau	22°45'	113°00'	10	ENE	ENE	ENE	ENE	ENE
Holloway	30°05'	120°00'	10	SE	SE	SE	SE	SE
Halibong	30°05'	120°00'	10	SE	SE	SE	SE	SE
Manila	30°05'	120°00'	10	NE	NE	NE	NE	NE
Cape St. James	30°05'	120°00'	10	NE	NE	NE	NE	NE

Shipping.

ARRIVALS.

MELBOURNE, French steamer, 2013, A. Vimont, 6th April.—Marseille 25th March, Alexandria 12th, Port Said 12th, Suez 13th, Aden 17th, Colombo 22th, Singapore 30th, and Salang 3rd April, Mails and General—Messengers Maritimes.

TRIUMPH, German steamer, 674, J. Bruhn, 6th April.—Pahok 3rd April, and Holloway 5th, General.—Ed. Schellhas & Co.

E-SANG, British steamer, 1,121, G. Payne, 7th April.—Canton 7th April, General—Jardine, Matheson & Co.

FOKIRN, British steamer, 500, W. Davis, 7th April.—Tamsui 3rd April, Amoy 4th, and Swatow 5th, General—D. Laprak & Co.

ACHILLIES, British steamer, 1,120, Robert Day, 7th April.—Japan 2nd April, General—Butterfield & Swire.

TAISONG, British steamer, 1,105, H. Hogg, 7th April.—Shanghai 2nd April, and Swatow 6th, General.—Jardine, Matheson & Co.

SISHAN, British steamer, 845, E. F. Stovell, 7th April.—Saigon 2nd April, Rice—Kia Tie Loong.

CLEARANCES AT THE HARBOUR OFFICE.

SUNGKLAU, British steamer, for Amoy.

Diamante, British steamer, for Amoy.

Amico, German steamer, for Cheloo.

Taikong, German steamer, for Swatow, &c.

Triumph, German steamer, for Holloway, &c.

E-Jung, British steamer, for Shanghai.

Tarlaris, German steamer, for Karatsu.

DEPARTURES.

April 6, Choyzang, British steamer, for Taliwaroo.

April 7, Denor, German steamer, for Saigon.

April 7, Aida, Danish steamer, for Haiphong.

April 7, Formosa, British str., for Swatow, &c.

April 7, Singan, British str., for Swatow.

April 7, Taichong, German str., for Swatow.

April 7, Tarlaris, German str., for Karatsu.

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